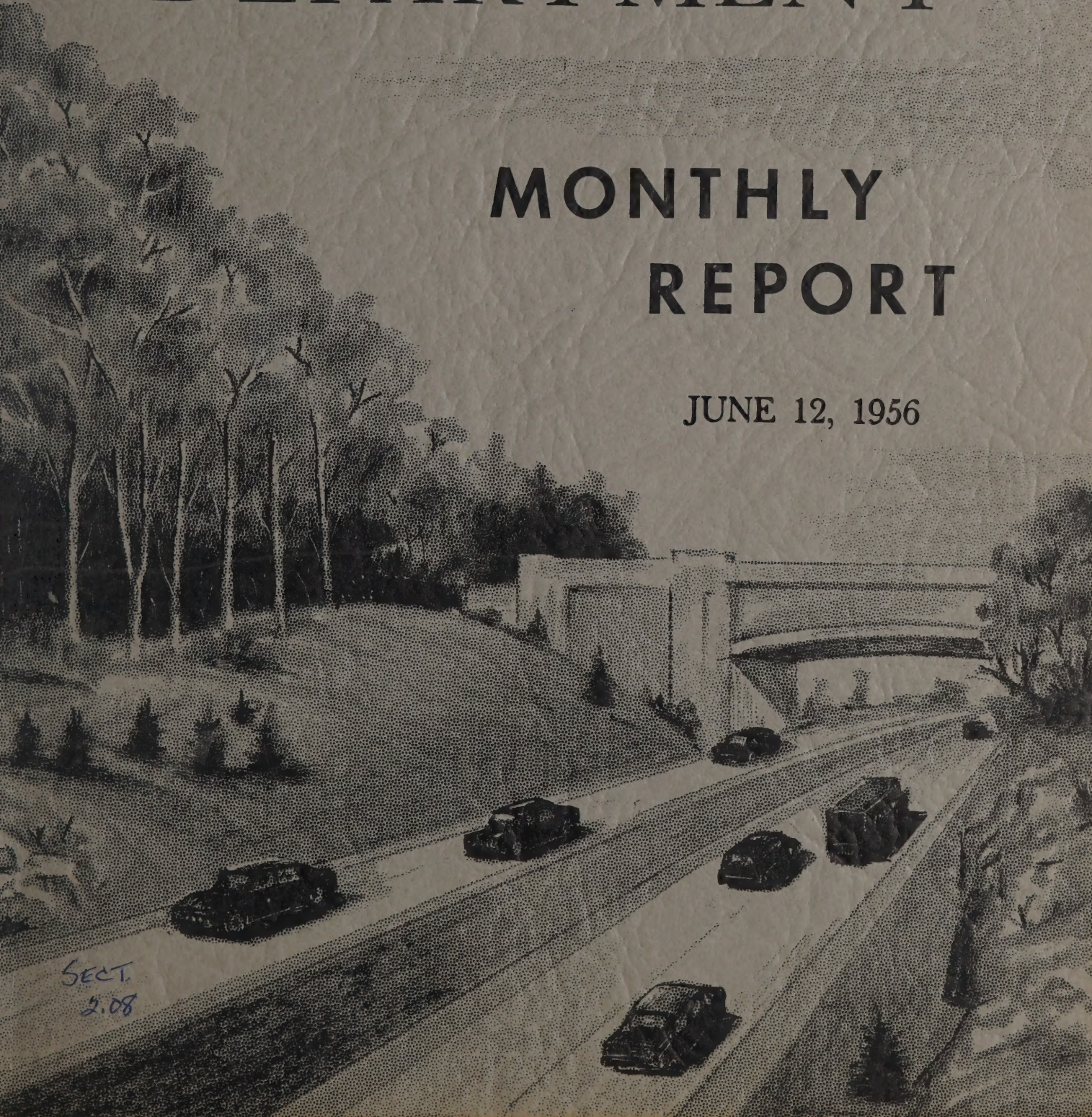


# STATE HIGHWAY DEPARTMENT

## MONTHLY REPORT

JUNE 12, 1956



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There were, however, despite the lack of anything conclusive re the  
Phillipsburg-Easton bridge, several constructive resolutions passed  
Wilburtha Bridge

We were visited on May 9th by Senator Ridolfi and a group of merchants,  
some of whom were from the Pennsylvania side of the Delaware. They were  
interested in the proposed routing of Route 29 Freeway in the Wilburtha  
vicinity and whether the proposed bridge there would be a high or low  
level structure.

As anticipated, discussion made it apparent that in the main personal  
interest was the root of the objections voiced. However, when we showed  
them our intentions they seemed well satisfied with both the Bridge Com-  
mission and Highway Department plans for the area.

Phillipsburg-Easton Bridge

At the Delaware River Toll Bridge Commission meeting, which was held  
May 24th, there was a lengthy discussion concerning the Phillipsburg-  
Easton Bridge situation. Throughout, the Pennsylvania delegation held  
out for refurbishing the old bridge and the New Jersey members favored  
construction of a new bridge.

A motion to engage Coverdale and Colpitts to study the traffic situation  
and to determine what effect the release of the present 7-ton limit on  
the old bridge would have on the toll bridge was tabled. Messrs. Thompson,  
Finley and myself had discussed the 7-ton limitation, among other things,  
with the First Mechanics Bank, trustees for the Bridge Commission bonds,  
earlier in the month.

Dr. E. J. ... of Rutgers University.

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Wilburton Bridge

We were visited on May 9th by Senator Riddell and a group of merchants, some of whom were from the Pennsylvania side of the Delaware. They were interested in the proposed routing of Route 29 Freeway in the Wilburton vicinity and whether the proposed bridge there would be a high or low level structure.

As anticipated, discussion made it apparent that in the main personal interest was the cost of the objection voiced. However, when we showed them our intention they seemed well satisfied with both the Bridge Commission and Highway Department plans for the area.

Phillipsburg-Lancaster Bridge

At the Delaware River Toll Bridge Commission meeting, which was held May 21st, there was a lengthy discussion concerning the Phillipsburg-Lancaster Bridge situation. Throughout the Pennsylvania delegation held out for refurbishing the old bridge and the New Jersey members favored construction of a new bridge.

A motion to engage Governor and Capitol to study the traffic situation and to determine what effect the release of the present 7-ton limit on the old bridge would have on the toll bridge was tabled. Messrs. Thompson, Finley and myself had discussed the 7-ton limitation, among other things, with the First Mechanics Bank, trustees for the Bridge Commission bonds, earlier in the month.

1956



There were, however, despite the lack of anything conclusive re the  
 included for your information and possible future reference is an  
 Phillipsburg-Easton bridge, several constructive resolutions passed  
 illustration of the alignment that we are proposing.  
 at the Commission meeting and George Feaster was installed as Executive  
 Director. Bergen Expressway

We very fruitfully devoted a lot of our time this past month to iron-  
Middlesex East-West Freeway

ing out the local wrinkles re: the Bergen-Passaic Expressway.  
 From our last report it will be recalled that Senators Lynch and Korbes  
 had visited us on May 3 and gave their "blessings" to our proposals re:  
Middlesex East-West Freeway. Then, we visited Mayor Small and several

other Hackensack officials. We received their general approval and  
 On the 15th of May we had a visitation by the Middlesex Planning Board,  
 acceptance of the proposed route through their town.  
 and on the 17th Mayors Paulus and Conway of New Brunswick and Bound Brook  
 as well as industrialists from the New Brunswick area, came down to see us.  
 They left seemingly satisfied with our plans after giving full approval to  
 the route. But any convey to Ridgefield Park must be accomplished by

definite action by us. They hope to send us up through Bogota.  
 Then on the 21st of May the Somerset County Planning Board went over our  
 displays and gave their unanimous approval of our proposals. One week  
 later, at a meeting in New Brunswick attended by about 200 people, we  
 defined the advantages our proposed alignment would have for the various  
 Middlesex and Somerset interests. Here we stressed its importance to  
 industry and found the route was generally acceptable. proffered pretty  
satisfactorily.

Two days ago, June 11th, we went to New Brunswick and attended what we  
 believe to be the last of several meetings with Middlesex and Somerset  
 County officials and groups concerning the new Freeway there. This final  
 meeting was more or less a formality and agreed to at the request of:  
 Dr. Easton, Dean of Rutgers University. ALL of Senator Shorskin.



COPY 3

There were, however, despite the lack of anything conclusive re the  
 Philadelphia-Easton bridge, several constructive resolutions passed  
 at the Commission meeting and George Keister was installed as Executive  
 Director.

Middlesex East-West Freeway

From our last report it will be recalled that Senators Lynch and Forbes  
 had visited us on May 3 and gave their "disasters" to our proposals re:  
 Middlesex East-West Freeway.

On the 15th of May we had a visitation by the Middlesex Planning Board,  
 and on the 17th Messrs. Paulus and Conway of New Brunswick and Bound Brook  
 as well as industrialists from the New Brunswick area, came down to see us.  
 They felt seemingly satisfied with our plans after giving full approval to  
 the route.

Then on the 21st of May the Somerset County Planning Board went over our  
 diagrams and gave their unanimous approval of our proposals. One week  
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 believe to be the last of several meetings with Middlesex and Somerset  
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 Dr. Baran, Dean of Rutgers University.



Included for your information and possible future reference is an illustration of the alignment that we are proposing.

Passaic-Bergen Expressway

We very fruitfully devoted a lot of our time this past month to ironing out the local wrinkles re: the Bergen-Passaic Expressway.

On May 16th we visited Mr. Haines, of the PATERSON EVENING NEWS, as a warm-up. Then, on May 25th, we visited Mayor Duell and several other Hackensack officials. We received their general approval and acceptance of the proposed route through their town.

At dinner with Mayor Vogt and others of Ridgefield Park on the 5th of June we found that although there was no personal antagonism it was obvious that any entry to Ridgefield Park must be accomplished by definite action by us. They hope to send us up through Bogota.

We met with the Governor and Paterson's Mayor O'Byrne on June 6.

When we of the Department met later at the Highway Building with Mayor O'Byrne, W. Wayne Noble, Planning Director, James Susine, Commissioner, Frank X. Graves, Freeholder, and Bolton S. Schwartz of the PASSAIC HERALD NEWS, we managed to straighten out our problem pretty satisfactorily.

On the same day the releases given the Paterson and Passaic (city) papers appeared. The coverage given in the PATERSON EVENING NEWS and the Passaic paper was very heartwarming. Also we noted there was no antagonism from the PATERSON MORNING CALL or Senator Shershin.



included for your information and possible future reference is an illustration of the alignment that we are proposing.

Passaic-Bergen Expressway

We very fruitfully devoted a lot of our time this past month to ironing out the local wrinkles re: the Bergen-Passaic Expressway.

On May 18th we visited Mr. Haines, of the PATTERSON EVENING NEWS, and

a warm-up. Then, on May 25th, we visited Mayor Drell and several other Hackensack officials. We received their general approval and acceptance of the proposed route through their town.

At dinner with Mayor Hoyt and others of Ridgely Park on the 5th of June we found that although there was no personal antagonism it was

obvious that any entry to Ridgely Park must be accomplished by definite action by us. They hope to send us up through Bogota.

We met with the Governor and Patterson's Mayor O'Byrne on June 6, and

When we at the Department met later at the Highway Building with Mayor O'Byrne, W. Wayne Noble, Planning Director, James Guiney, Commissioner, Frank K. Grady, Fireholder, and Ralph S. Gossard of the

PATTERSON EVENING NEWS, we arranged to straighten out our problem pretty satisfactorily.

On the same day the releases given the Patterson and Passaic (city)

papers appeared. The coverage given in the PATTERSON EVENING NEWS and

the Passaic paper was very heartwarming. Also we noted there was no

exaggeration from the PATTERSON MORNING CALL or Senator Sheridan.



We took to the road again on the 12th of June for a 2:30 p. m. meeting with the South Hackensack people on their home grounds. That evening we met with officials of Saddle Brook and East Paterson. There are further "on the road" meetings slated for this week, including visits to Rochelle Park, Englewood, and Bogota.

Forming a part of this report is an illustration that shows the alignment of this route. This is the same as furnished the newspapers of that area.

#### Essex East-West Freeway

On the 17th of May, accompanied by the State Highway Engineer and our Supervising Engineer of Location and Design, we visited Mayor McConnell and about forty of his East Orange associates. Also, one of the principal reasons for our trip was to make a point by point inspection of the proposed alignments.

Another visit to the area was made on the 25th of May, at which time we met with Mayor Riley of Orange and other officials, took them over the ground and stressed the slum clearance effect that would accompany construction. Our proposed alignment was to their satisfaction.

#### Personnel

We did a little practical "fence-building" on the 16th of May and played host at dinner to about 150 of the Department's maintenance foremen and assistant foremen. To completely dispel any possible "ivory tower" feeling, there was no head table and the seven or eight representatives



We took to the road again on the 12th of June for a 2:30 p. m. meeting with the South Hackensack people on their home grounds. That evening we met with officials of Saddle Brook and East Paterson.

There are further "on the road" meetings slated for this week, including visits to Rockville Park, Englewood, and Bogota.

Forming a part of this report is an illustration that shows the alignment of this route. This is the same as furnished the newspapers of that area.

East-East Freeway

On the 17th of May, accompanied by the State Highway Engineer and our Supervising Engineer of Location and Design, we visited Mayor McConnell and about forty of his East Orange associates. Also, one of the principal reasons for our trip was to make a point by point inspection of the proposed alignment.

Another visit to the area was made on the 25th of May, at which time we met with Mayor Riley of Orange and other officials, took them over the ground and stressed the same clearance effect that would accompany construction. Our proposed alignment was to their satisfaction.

Personnel

We did a little practical "fence-building" on the 10th of May and played host at dinner to about 150 of the Department's maintenance foremen and assistant foremen. To completely dispel any possible "ivory tower" feeling, there was no head table and the seven or eight representatives



of management spread themselves around the hall. Besides making the group happy, the get-together was quite successful in welding together our organization in that it gave these people a chance to visit with the Commissioner, unload their gripes and build themselves up just a bit - a new experience for them and one, we feel certain, built a lot of good will. Also, the Commissioner learned a lot from a nice group.

Also in the "personnel" category was a meeting on June 5th with Civil Service on proposed salary rates and the disposition of schedule created by the Governor's Salary Committee.

Subsequently, on the 8th of June, we met with our Staff, Division and Bureau heads, and discussed the probability of certain pay rate changes. Along with this we pointed up the necessity for cooperation in seeing that our people arrive on time and don't "cut the corners" when it comes to leaving. Also, the 18th of June was announced as starting day of the half-hour reduced summer hours.

At this session it was made quite clear that the avenue over which the various improvements were traveling was a "two-way street", and that anyone would be quite mistaken to think that they were always to be on the receiving end.

#### Route 38-Haddonfield Road

We're undertaking quite an improvement in one of the rapidly expanding areas outside of Camden along Route 38. A timely feature will be elimination of another of those heavily loaded traffic circles - this one at



of management and business growth in the future. Further, the  
fact that the organization was able to maintain its position  
and organization in that it gave these people a chance to work  
and develop, and that their position was being maintained up to  
the point where the new and old people were being treated  
of new staff. Also, the organization seemed to be a new group.  
Also in the "management" category was a meeting on the 10th of  
October on business matters and the organization of business  
also in the management's daily business.

Accordingly, on the 10th of May, we met with Mr. Hall, Richard and  
others, and discussed the possibility of having a new manager.  
Also, we were pointed up the necessity of the organization in being  
and we should write at this and don't "out the corners" when it  
comes to business. Also, the idea of how we should be changing  
out of the 10th-hour reduced summer hours.

At this meeting it was said that the summer was going  
to be a "two-day week" and that  
the summer hours would be given a chance to think that was a  
the meeting was.

June 10 - 1964

The meeting was held in one of the regular expanding  
areas of the business and it was a very feature will be  
on the 10th of June, the meeting was held at the office - this was  
the meeting was held at the office.



the Route 38-Maddonfield Road Intersection. For review is an illustration of the program.

As there are several important existing and proposed new business establishments that will front on the area, we are giving the "face-lifting" to, the State Highway Engineer and I took a personal look around on the 18th and while doing so worked out an exit and entrance set-up for the new RCA plant there.

#### Trenton East-West Freeway (Rt. 29)

Included are some pictures of the opening of this route. Incidentally, as is often the case, the strongest objectors to the improvement have now switched horses and are among the freeway's backers. They are confining their praises to a calm word of mouth broadcast - which was not the case when they were "riding the old horse" in the earlier days.

#### Monmouth County

Senator Stout and a group of his home county people paid us a visit on the 22nd of May for an "around the board" discussion of the highways in their bailiwick. There's much needed in that area - 33-35 et al. Much, of course, depends on dollars available.

#### Federal Highway Program

The present Senate vs. House impasse re interstate highway allocations (formula or needs basis) makes it impossible to forecast at this time what New Jersey will ultimately receive in the way of federal grants.



The State Department has been informed of the situation.

of the situation.

As soon as possible, the State Department will be in a position to make a statement.

It is expected that the situation will be clarified in the near future.

At the same time, the State Department is taking a personal look at the situation.

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# CONSTRUCTION - HIGHWAYS

May 15 - Route 42 - Extension from 42nd Street to 44th Street  
 (1953)

May 15 - Route 42 - Extension from 42nd Street to 44th Street  
 (1953)

The Fallon bill (House) is the more liberal and realistic of the two as far as New Jersey is concerned. We have constantly exercised all possible efforts to keep a running total of the "available to New Jersey" funds that would be provided in the event either measure were to be enacted.

Right now, however, things are in such a rapid state of flux that practically before this report was completed any figures we could include might be outdated.

May 29 - Route 87 - Construction from 42nd Street to 44th Street  
 As soon as something definite is settled in Washington, we will present you with a complete run-down of just what the legislation will mean to our state in dollars and "sense".

June 5 - Construction of 2nd Bridge over Passaic River (New Bridge) at  
Stream, Cumberland County, Federal Aid Secondary Project.

As this work was completed on this project, but it is being readvertised and it will be offered again for bid on July 3rd.

## CONSTRUCTION - OTHER

June 12 - Route 42, Extension from 42nd Street to 44th Street  
to South Branch of Hudson Creek.

June 12 - Route 2, S. 102 (1953), Wayne Hill and Tappan-Hill  
Hill, Greener Lane.

June 12 - Route 1 Parkway, from North of Route U. S. 9 to Burke  
Parkway, Center Island Township.

June 12 - Highway - Extension from 42nd Street to 44th Street  
Route 58 (1953).

June 12 - Highway - Extension from 42nd Street to 44th Street  
Route 37.

June 26 - Painting - Bridge over Passaic River, Route 3 (1953).

June 26 - Painting - Bridge over Passaic River, Route 47 (1953).



The Bill (House) is now being considered by the Senate  
 for the purpose of amendment. It has been previously  
 referred to the Committee on the Judiciary, and  
 that committee is now in the midst of their consideration  
 of the bill. It is expected that the bill will be  
 reported to the Senate in a few days.

As soon as the bill is reported to the Senate, it will  
 be taken up for consideration. It is expected that  
 the bill will be passed by the Senate in a few days.  
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## CONSTRUCTION - BIDS

- May 15 - Route 17 - Barrier curb, pavement widening and access ramps.
- May 15 - Route U. S. 1 and 9 - Pulaski Skyway surface treatment
- May 15 - Route 70 - Manasquan River Bridge - concrete pile repairs (1953), Eastbound Pavement Widening
- May 15 - Route 69 - Pavement widening
- May 15 - Construction of Bridge #476 over Branch of Pochuck Creek - Sussex County
- May 29 - Route 42 - North-South Freeway, Camden County
- \* May 29 - Route U. S. 1 and 9 - Intersection revision at Fairview Avenue, Fairview, Bergen County.
- May 29 - Route 87 - Construction from Absecon Boulevard, Route U. S. 30 to Brigantine Boulevard, Atlantic City.
- June 5 - Route 69, Parkway Avenue to Bull Run Road, Widening and Resurfacing.
- June 5 - Construction of Seeley Bridge and Approaches over Cohansey Stream, Cumberland County, Federal Aid Secondary Project.
  - \* No bids were received on this project, but it is being readvertised and it will be offered again for bid on July 3rd.

## ADVERTISEMENTS

- June 12 - Route 42, Section 3F, Dualization, from Kendall Boulevard to South Branch of Newton Creek.
- June 12 - Route U. S. 206 (1953), Chester Hill and Peapack-Gladstone Hill, Creeper Lane.
- June 12 - Route 4 Parkway, from North of Route U. S. 9 to Burke Parkway, Center Island Mounding.
- June 26 - Painting - Bridge over Passaic River (Wm. Stickle Bridge), Route 58 (1953).
- June 26 - Painting - Bridge over Barnegat Bay (Thomas Mathis Bridge), Route 37.
- June 26 - Painting - Bridge over Passaic River, Route 3 (1953).
- June 26 - Painting - Bridge over Grassy Sound Channel, Route 47 (1953).







- June 26 - Route 88 (1953), Intersection Improvement at Herberts-  
ville Road.
- June 26 - Route U. S. 46 (1953), Eastbound Pavement Widening.



May 12 - Route 17 - Highway 17, Highway widening and  
 access roads.

June 26 - Route 88 (1953), Intersection Improvement at Herbert-  
 ville Road.

June 26 - Route U. S. 46 (1953), Eastbound Pavement Widening.

May 12 - Highway widening

May 12 - Construction of bridge over branch of Potomac  
 River - Upper branch.

May 12 - Highway widening, Upper branch.

May 12 - Highway widening, Upper branch.

May 12 - Highway widening, Upper branch.

May 12 - Highway widening, Upper branch.

June 1 - Construction of bridge over branch of Potomac  
 River, Upper branch.

\* No bids were received on this project, but it is being  
 re-evaluated and it will be offered again for bid on  
 July 1st.

CONSTRUCTION - 1954

June 12 - Route 12, Section 27, Washington, from Kenton Boulevard  
 to South Branch of Potomac River.

June 12 - Route U. S. 206 (1954), Section 111 and Section 112  
 WVA, Greenway Lane.

June 12 - Route 1, Section 1, from North of Route U. S. 2 to Route  
 Parkway, Greenway Lane widening.

June 26 - Widening - bridge over Potomac River (Old Bridge)  
 Route 26 (1954).

June 26 - Widening - bridge over Potomac River (Old Bridge)  
 Route 26.

June 26 - Widening - bridge over Potomac River, Route 2 (1954).

June 26 - Widening - bridge over Greenway Lane Channel, Route 12 (1954).







